

## Anna Marie Young

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**From:** Marty Martinez [mmartinez@cpehn.org]  
**Sent:** Tuesday, January 19, 2010 5:33 PM  
**To:** Anna Marie Young  
**Cc:** mmartinez@cpehn.org  
**Subject:** Comment: Consensus of SGC on Federal Transportation Policy

Thank you for the opportunity to comment on the document, **Consensus of the California Strategic Growth Council On Federal Transportation Policy: Providing Efficient Mobility for the 21st Century**. Overall, we appreciate the approach of the document. We believe that the SGC must do all it can to explicitly expand on its role to address health, equity, and disparities. Therefore we have the following comments:

- We strongly support making public health benefits and addressing equity and disparities expressed goals and objectives in this document, and any others from the SGC.
- Under Resources for Planning, and also under Enabling Policies and Funding, there should be a bullet that expands on the issue of public health benefit, just as there is under the first area, Establishing Regional Plans and Priorities.
- For the last bullet, while we support developing mitigation strategies for low-income communities when negative consequences of policy options are a possibility, the document must be much stronger in asserting that a primary goal of federal and state policy is to actively improve the lives of our most vulnerable. It is not enough to ensure there is no disparate negative impact; we must ensure there is a disproportionately positive impact on our communities. This bullet should be revised to reflect the need to prioritize transportation improvements that address disparities and improve the health of our most vulnerable populations.
- One concrete way the document can demonstrate its support for public health, equity, and addressing disparities is to explicitly call for a greater investment of public transportation resources into low-income and vulnerable communities. This is both a proactive way to improve the lives of our communities, and can also mitigate any unintended negatives of other policy proposals on the vulnerable, such as road pricing and its regressive implications.

Thank you for accepting these comments.

Martin Martinez, MPP  
Policy Director  
California Pan-Ethnic Health Network  
654 Thirteenth St.  
Oakland, CA 94612  
(510)832-1160  
fax: (510) 832-1175  
[mmartinez@cpehn.org](mailto:mmartinez@cpehn.org)

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